



DEPARTMENT OF THE NAVY

USS CLIFTON SPRAGUE (FFG-16) ✓  
FLEET POST OFFICE  
NEW YORK 09587-1474

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FFG16/YN1  
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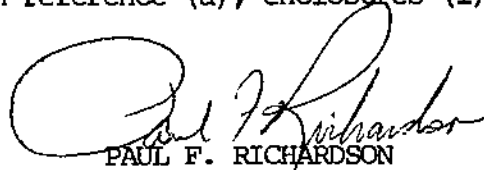
From: Commanding Officer, USS CLIFTON SPRAGUE (FFG 16)  
To: Director, Naval History (OP-09BH)

Subj: SUBMISSION OF USS CLIFTON SPRAGUE COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Chronology of Events  
(2) Narrative of Events  
(3) Officer Roster  
(4) Ship Photo  
(5) Change of Command Booklet  
(6) Welcome Aboard Booklet  
(7) Familygram

1. In accordance with reference (a), enclosures (1) through (7) are submitted.

  
PAUL F. RICHARDSON

# 1987 CHRONOLOGY OF EVENTS

JAN 87 SRA II PIER FOUR PHILADELPHIA NAVAL SHIPYARD  
 FEB 87 SRA II PIER FOUR PHILADELPHIA NAVAL SHIPYARD  
 MAR 87 SRA II PIER FOUR PHILADELPHIA NAVAL SHIPYARD  
 APR 87 SRA II PIER FOUR PHILADELPHIA NAVAL SHIPYARD  
 APR 16 CDR PAUL F. RICHARDSON, USN, RELIEVED CDR WALTER M. MIGRALA, JR.  
 AS COMMANDING OFFICER  
 MAY 05 UNDERWAY FOR POST SRA II SEA TRIALS  
 MAY 06 ARRIVE PHILADELPHIA FOLLOWING SEA TRIALS  
 MAY 11 DEPART PHILADELPHIA ENROUTE TO NWS EARLE, N.J.  
 MAY 13 ARRIVE NWS EARLE FOR AMMUNITION ONLOAD  
 MAY 14 DEPART EARLE ENROUTE TO NEWPORT, R.I.  
 MAY 15 INPORT NEWPORT, R.I.  
 MAY 16 DEPART NEWPORT ENROUTE TO PHILADELPHIA  
 MAY 17 INPORT PHILADELPHIA PIER N  
 JUN 05 BERTH SHIFT TO PIER 2 PHILADELPHIA NAVAL BASE  
 JUN 19 DEPART PHILADELPHIA ENROUTE TO MAYPORT, FL FOR CSSQT (COMBAT  
 SYSTEMS SHIP QUALIFICATION TRIALS)  
 JUN 20 TACAN CERTIFICATION VACAPES (VICINITY OF CHESAPEAKE LIGHT)  
 JUN 21 ARRIVE MAYPORT NAVAL STATION  
 JUN 30 U/W FOR CSSQT JAX OPAREA  
 JUL 02 ARRIVE MAYPORT NAVAL STATION  
 JUL 07 DEPART MAYPORT FOR JAX OPAREA, RETURN SAME DAY  
 JUL 11 DEPART MAYPORT FOR JAX OPAREA, 76MM SURFACE-TO-AIR GUN EXERCISE  
 JUL 12 ARRIVE MAYPORT NAVAL STATION  
 JUL 14 DEPART MAYPORT FOR JAX OPAREA  
 JUL 15 ARRIVE MAYPORT NAVAL STATION  
 JUL 17 DEPART MAYPORT FOR JAX OPAREA, RETURN SAME DAY  
 JUL 18 DEPART MAYPORT ENROUTE TO ROOSEVELT ROADS, PUERTO RICO, FOR CSSQT  
 MISSILE EXERCISE  
 JUL 21 ARRIVE ROOSEVELT ROADS NAVAL STATION  
 JUL 23 UNDERWAY CSSQT SM-1 MISSILE FIRING EXERCISE, PR OPAREAS  
 JUL 23 RETURN TO ROOSEVELT ROADS, PR  
 JUL 24 DEPART ROOSEVELT ROADS, ENROUTE ST. THOMAS U.S.V.I.  
 JUL 24 PORT VISIT ST. THOMAS, U.S.V.I.  
 JUL 27 DEPART ST. THOMAS ENROUTE TO BERMUDA  
 JUL 29 PORT VISIT BERMUDA  
 JUL 31 DEPART BERMUDA ENROUTE PHILADELPHIA  
 AUG 02 ARRIVE PHILADELPHIA  
 AUG 03 INPORT PHILADELPHIA, COMMENCE REBUILD OF NO.2 SSDG  
 SEP 23 DEPART PHILADELPHIA ENROUTE TO NWS EARLE, NJ  
 SEP 24 ARRIVE NWS EARLE  
 SEP 24 DEPART NWS EARLE ENROUTE PHILADELPHIA  
 SEP 25 ARRIVE PHILADELPHIA  
 OCT 02 DEPART PHILADELPHIA ENROUTE TO NORFOLK, VA AND CENTRAL AMERICA OPS  
 OCT 04 ARRIVE NORFOLK  
 OCT 05 DEPART NORFOLK ENROUTE TO CENTRAL AMERICA WITH USS PATTERSON  
 OCT 09 ARRIVE GUANTANAMO BAY, CUBA  
 OCT 09 DEPART GUANTANAMO BAY ENROUTE TO COLON, PANAMA  
 OCT 10 PORT VISIT COLON, PANAMA.  
 OCT 12 DEPART COLON ENROUTE TO OCHO RIOS, JAMAICA  
 OCT 13 PORT VISIT OCHO RIOS, JAMAICA  
 OCT 16 DEPART OCHO RIOS ENROUTE PUERTO CORTES, HONDURAS  
 OCT 19 ARRIVE PUERTO CORTES, HONDURAS  
 OCT 20 DEPART PUERTO CORTES  
 OCT 21 ARRIVE PUERTO CORTES

**ENCLOSURE( )**

OCT 22 DEPART PUERTO CORTES  
 OCT 24 ARRIVE PUERTO CORTES  
 OCT 25 PORT VISIT PUERTO CORTES  
 OCT 27 DEPART PUERTO CORTES ENROUTE TELA, HONDURAS  
 OCT 27 ARRIVE TELA  
 OCT 27 DEPART TELA TO PROVIDE ELECTRICAL POWER TO USS PATTERSON, AT  
 ANCHOR, LA CEIBA, HONDURAS  
 OCT 28 MOOR ALONGSIDE USS PATTERSON (FF1061)  
 OCT 28 UNDERWAY FROM USS PATTERSON ENROUTE TELA  
 OCT 29 DEPART TELA ENROUTE TO MAYPORT WITH USS PATTERSON  
 OCT 31 ARRIVE MAYPORT  
 NOV 02 DEPART MAYPORT ENROUTE NEWPORT, RI, UNDERWAY OPPE (OPERATIONAL  
 PROPULSION PLANT EXAMINATION) PREPARATIONS  
 NOV 06 ARRIVE NEWPORT  
 NOV 07 UNDERWAY NBOA OPPE PREPARATIONS  
 NOV 09 INPORT NEWPORT CONTINUE OPPE PREPARATIONS  
 NOV 14 UNDERWAY NBOA OPPE PREPARATIONS  
 NOV 15 INPORT NEWPORT CONTINUE OPPE PREPARATIONS  
 NOV 23 UNDERWAY NBOA FOR OPPE  
 NOV 24 OPPE SUCCESSFULLY COMPLETED, DEPART NEWPORT ENROUTE PHILADELPHIA  
 NOV 25 ARRIVE PHILADELPHIA  
 DEC 11 UNDERWAY NAVAL RESERVE TRAINING  
 DEC 13 INPORT PHILADELPHIA  
 DEC 19 COMMENCE CHRISTMAS STAND DOWN PERIOD

## NARRATIVE OF EVENTS

As 1987 began, CLIFTON SPRAGUE was at the midpoint of her DSRA II yard period at Philadelphia Naval Shipyard. The ship remained alongside Pier 4 at the shipyard through the month of April. On April 16, CDR Walter M. Migrala, Jr. was relieved by CDR Paul F. Richardson as Commanding Officer.

On May 5, CLIFTON SPRAGUE sailed from Philadelphia to conduct post-SRA sea trials. She returned to Philadelphia on May 6, and departed on May 11 for Naval Weapons Station, Earle, New Jersey to onload ammunition and weapons. Following a successful weapons and ammunition onload on May 13-14, CLIFTON SPRAGUE departed NWS Earle and headed for Newport, Rhode Island, arriving there on May 15. The next day she departed Newport for Naval Reserve Training and transit back to Philadelphia. On May 17, the ship moored at Philadelphia Naval Station, and began to prepare for CSSQT (Combat Systems Ship Qualification Trials).

CLIFTON SPRAGUE departed Philadelphia and headed for Mayport, Florida on June 19. While enroute, she completed a TACAN certification in the VACAPES operating area, and arrived in Mayport June 21 to begin CSSQT. From June 22 to July 17, CLIFTON SPRAGUE operated out of Naval Station Mayport in the Jacksonville operating areas, conducting various CSSQT exercises and tests.

On July 18, CLIFTON SPRAGUE departed Mayport and headed for Roosevelt Roads Naval Station, Puerto Rico to conduct a surface-to-air missile shoot.

**ENCLOSURE(2)**

She arrived in Puerto Rico on July 21 and on July 23 departed Roosevelt Roads for the missile exercise. CLIFTON SPRAGUE successfully engaged two BQM-74C drones with two SM-1 missiles to complete CSSQT.

CLIFTON SPRAGUE sailed from Roosevelt Roads on July 24 enroute to St. Thomas, U.S.V.I., arriving there later that day. Following a three day port visit in St. Thomas, she headed for Naval Annex, Bermuda. On July 29, CLIFTON SPRAGUE arrived in Bermuda for a two day port visit enroute to Philadelphia. Arriving in Philadelphia on August 02, for a post SRA IMAV (Intermediate Maintenance Availability). She remained inport Philadelphia until September 23, departing for Naval Weapons Station, Earle, New Jersey. CLIFTON SPRAGUE returned to Philadelphia on September 25.

On October 02 CLIFTON SPRAGUE departed Philadelphia, heading for Central American Ops, with enroute port calls in Norfolk, Virginia on October 04 and Guantanamo Bay, Cuba on October 09. Sailing in company with USS PATTERSON (FF1061), she arrived for a port visit in Colon, Panama, at the Atlantic entrance to the Panama Canal. A planned subsequent port visit to Limon, Costa Rica was cancelled and CLIFTON SPRAGUE left Colon on October 12, heading next to Ocho Rios, Jamaica, arriving on October 13. Following a three day port visit in Ocho Rios, CLIFTON SPRAGUE sailed for Puerto Cortes, Honduras on October 16.

Arriving in Puerto Cortes, Honduras, on October 19, CLIFTON SPRAGUE refueled and departed the next morning for operations with the Honduran Navy. She returned to Puerto Cortes on October 21, and again departed the next day for additional operations with the Honduran Navy Patrol Boats. Upon completion of these underway operations, CLIFTON SPRAGUE again returned to Puerto Cortes, this time for a three day port visit, departing for Tela, Honduras on October 27.

**ENCLOSURE(1)**

CLIFTON SPRAGUE arrived in Tela the same day. She remained inport for only several hours, sailing late on October 27 to assist USS PATTERSON (FF1061), at anchor in La Ceiba, Honduras. Early on October 28, CLIFTON SPRAGUE moored alongside USS PATTERSON to provide electrical power for her engineering plant. CLIFTON SPRAGUE then returned to Tela for the remainder of her port visit.

CLIFTON SPRAGUE and PATTERSON left Honduras on October 29, sailing in company to Mayport, Florida. Arriving on October 31, CLIFTON SPRAGUE prepared for an upcoming OPPE (OPERATIONAL PROPULSION PLANT EXAMINATION) with an Engineering Mobile Training Team embarked, CLIFTON SPRAGUE departed Mayport, heading to Newport, RI for OPPE. The ship was underway for Naval Reserve Training and OPPE preparations from November 07, to November 09, and November 14 to November 15, operating out of Newport, RI.

The OPPE began on November 23, and was successfully completed on November 24, and CLIFTON SPRAGUE departed Newport heading to Philadelphia. She arrived in Philadelphia on November 25, and remained inport for 2 weeks.

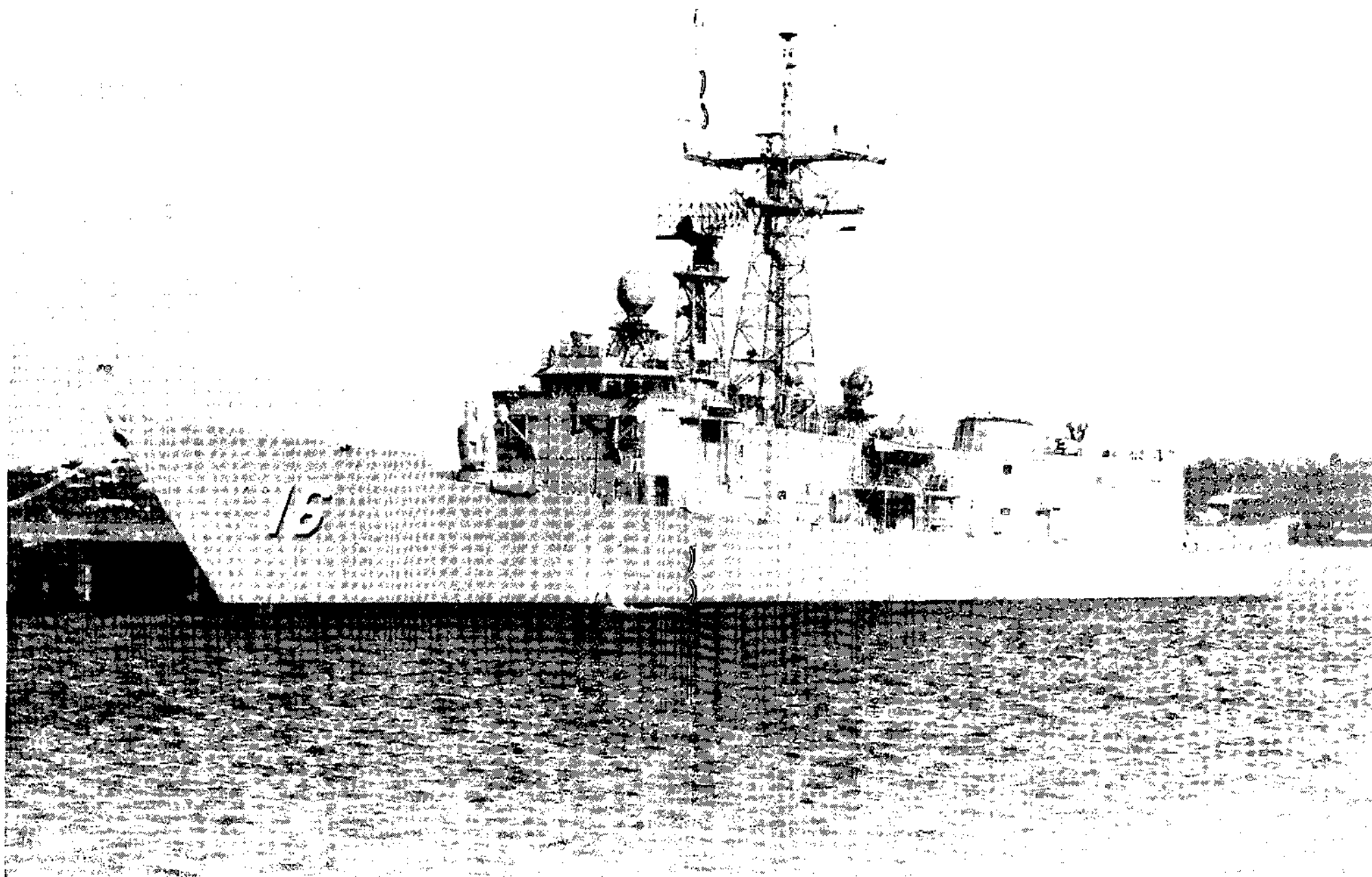
On December 11, CLIFTON SPRAGUE departed Philadelphia for Naval Reserve Training and returned on December 13. She remained inport Philadelphia until the end of 1987.

**ENCLOSURE(2)**

# OFFICER ROSTER

COMMANDING OFFICER	CDR W.M. MIGRALA, JR. CDR P.F. RICHARDSON	01 JAN-16 APR 16 APR-31 DEC
EXECUTIVE OFFICER	LCDR K.A. JOHNSON LCDR W.J. BLACK	01 JAN-26 JUN 26 JUN-31 DEC
COMBAT SYSTEMS OFFICER	LCDR (b) (6)	
SHIP CONTROL OFFICER	LT (b) (6) LCDR (b) (6)	01 JAN-22 MAY 22 MAY-31 DEC
ENGINEER OFFICER	LCDR (b) (6) LT (b) (6)	01 JAN-12 DEC 12 DEC-31 DEC
SUPPORT OFFICER	LT (b) (6)	
DISBURSING OFFICER	LTJG (b) (6) ENS	26 MAY-01 NOV 01 NOV-31 DEC
MAIN PROPULSION ASSISTANT	LT (b) (6) ENS	01 JAN-05 JUN 05 JUN-31 DEC
AUXILIARIES OFFICER	LT (b) (6) ENS	01 JAN-14 MAY 14 MAY-31 DEC
DAMAGE CONTROL ASSISTANT	LT (b) (6) ENS	01 JAN-14 MAY 14 MAY-31 DEC
ANTI-SUBMARINE WARFARE OFFICER	LTJG (b) (6) LT (b) (6)	01 JAN-30 JAN 30 JAN-31 DEC
COMBAT INFORMATION CENTER OFFICER	LT (b) (6) ENS LTJG (b) (6)	01 JAN-01 JUN 03 AUG-06 OCT 06 OCT-31 DEC
ORDNANCE OFFICER	LTJG (b) (6) LT (b) (6)	01 JAN-06 OCT 06 OCT-31 DEC
ELECTRONIC READINESS OFFICER	CWO3 (b) (6) LTJG	01 JAN-30 JAN 30 JAN-31 DEC
FIRST LIEUTENANT	LT (b) (6) ENS	01 JAN-06 OCT 06 OCT-31 DEC

ENCLOSURE(1)





**CHANGE  
OF  
COMMAND**



**USS CLIFTON SPRAGUE (FFG 16)**

**1100**

**16 APRIL 1987**

**ENCLOSURE(5)**

## THE CHANGE OF COMMAND STORY

Naval ceremonies antedate the Christian Era. Common dangers and shared victories tend to the creation of brotherhood, and in none is it closer than that of the naval profession where men are bound by common traditions, shared practices and ancient customs. The Navy, an organization of explicit discipline, lends itself to the perpetuation of the more venerated customs, heroic traditions and dignified ceremonies such as this which you are witnessing today.

The ceremonies, customs and traditions of today's Navy draw their origin from ancient customs and laws of the sea begun in historic times by seafaring men and gradually merged into the British Naval Regulations in effect at the time of the American Revolution. The effect these old customs have had in the formulation of naval regulations is a marked example of the influence of tested usage.

The Change of Command Ceremony you witness today is not prescribed specifically by U. S. Navy Regulations, but rather is an honored product of the rich heritage of Naval tradition. It is a custom wholly naval, without an equivalent counterpart in the Army or Air Force. Custom has established that this ceremony be formal and impressive — designed to strengthen that respect for authority which is vital to any military organization. Parading all hands at quarters and public reading of official orders stems from those days when movement of mail and persons was a very slow process. This procedure was designated to ensure only authorized officers held command and that all aboard were aware of its authenticity.

The heart of the ceremony is the formal reading of official orders by the relieving officer and the officer to be relieved. Command passes upon utterance by the relieving officer, "I relieve you, Sir!" The officer being relieved responds, "I stand relieved!" This simple procedure is duplicated hundreds of times daily throughout the navies of the world as each watch officer passes responsibility to his relief in the conduct of each ship's routine.

The strength of today's Navy stems in large measure from the observance of customs and traditions, each founded on need, each contributing its share to stability, combat effectiveness, and smooth transfer of authority. This simple ceremony passing authority and responsibility to another officer, reflects the dedication of free men serving their nation proudly.



### THE COMMISSIONING PENNANT

There are many theories as to the origin of the commissioning pennant. One put forward by G. H. Preble in his HISTORY AND ORIGIN OF THE AMERICAN FLAG is that when the Dutch Admiral Tromp ran a broom to the masthead of his ship symbolizing his intention to sweep the British from the sea, the English Admiral hoisted a horsewhip indicating his intention to chastise the insolent Dutchman. Since that time, the narrow or coachwhip pennant has been a distinctive mark of a vessel of war. A more feasible derivation is put forth by Commander R. D. Merriman of the Royal Indian Navy who feels that the pennant is an attenuation of the medieval "pennon" used by noble families and carried on their vessels in which they were embarked. "The commissioning pennant of today is, of course, standardized but it represents, nonetheless, the personal insignia of the officer appointed to command the ship.

## PROGRAM

### CHANGE OF COMMAND CEREMONY

AT WHICH

COMMANDER WALTER M. MIGRALA, JR.,  
UNITED STATES NAVY

WILL BE RELIEVED BY

COMMANDER PAUL F. RICHARDSON,  
UNITED STATES NAVY

AS COMMANDING OFFICER  
UNITED STATES SHIP CLIFTON SPRAGUE (FFG 16)



*"The final test of a leader is that he leave behind him the will and conviction to carry on . . . and to win!"*

### MUSICAL SELECTIONS

\*OFFICIAL PARTY ARRIVES

\*PARADE THE COLORS

\*NATIONAL ANTHEM

\*INVOCATION

Lieutenant Daniel P. Greene, CHC, U. S. Naval Reserve

GUEST SPEAKER

Captain Paul P. Aquilino, U. S. Naval Reserve

REMARKS AND READING OF ORDERS

Commander Walter M. Migrala, Jr., U. S. Navy

READING OF ORDERS AND RELIEVING OF COMMAND

Commander Paul F. Richardson, U. S. Navy

PRESENTATION OF COMMISSIONING PENNANT

Senior Chief Petty Officer David L. Watson,  
U. S. Naval Reserve

\*BENEDICTION

Lieutenant Daniel P. Greene, CHC, U. S. Naval Reserve

\*RETIRE THE COLORS

\*OFFICIAL PARTY DEPARTS

RECEPTION

\*Guests Please Stand

## VICE ADMIRAL CLIFTON A. F. SPRAGUE

Thus paraphrased is the Navy Cross citation awarded to Vice Admiral Clifton Albert Frederick Sprague for his "aggressiveness and courage" in 1944 combat near the Philippine Islands.

The high decoration was but one of many awards for valor he earned during an illustrious career from his entrance into the U.S. Naval Academy, Annapolis, in 1914 until his transfer to the retired list November 1, 1951.

He sailed "in harm's way" from the opening shots at Pearl Harbor, December 7, 1941, when his command, the seaplane tender *USS TANGIER*, escaped harm while shooting down three raiders, on to epic battles as Commander of the legendary carrier *USS WASP*.

Assuming command of *WASP* upon commissioning November 24, 1943, he guided her to raids on Marcus and Wake Islands and then assisted in the capture of Saipan, Tinian and Guam.

In August 1944 he took command of Carrier Division 25, later served as Commander of Task Unit 77.4.3 and as Commander of Support Carrier Units. His task unit won the Presidential Unit Citation and he was awarded two Legions of Merit for "brilliant and courageous leadership."

Born January 8, 1896 in Dorchester, Mass., he attended public schools in Milton, the Roxbury Latin School in Boston and a year at Norwich University in Vermont before entering the Naval Academy by Senatorial appointment from that state.

He served on the cruiser *USS WHEELING* during World War I, then participated in the crew training and the outfitting of the battleship *USS TENNESSEE*, remaining with her for one year following her commissioning June 3, 1920.

In 1921 he was designated as a Naval Aviator following flight training at Pensacola, Florida, thus launching an aviation career in scouting and bombing squadrons, national air racing, and including service on such famed carriers as *LEXINGTON*, *SARATOGA*, and *YORKTOWN*. Following World War II, his command positions included Joint Task Group 1.1.2 for atomic bomb test in the Pacific, Naval Air Basic Training and then Air Advanced Training at Corpus Christi, Texas, Carrier Division 6, Commander of the 17th Naval District and Commander of the Alaskan Sea Frontier.

He and his wife, the former (b) (6) of St. Paul, Minnesota, have two daughters, Mrs. (b) (6) and Mrs. (b) (6).

Vice Admiral Sprague died April 11, 1955.



VICE ADMIRAL CLIFTON A. F. SPRAGUE

**CAPTAIN PAUL P. AQUILINO  
UNITED STATES NAVAL RESERVE**



**CAPTAIN PAUL P. AQUILINO  
UNITED STATES NAVAL RESERVE  
COMMANDER, NAVAL SURFACE GROUP FOUR**

Captain Aquilino was born in (b) (6) in 1941. After graduating from Wilkes College, Wilkes-Barre, Pennsylvania in 1962, he attended Officer Candidate School in Newport, Rhode Island and was commissioned as an Ensign in December 1962.

Upon commissioning he was assigned to *USS HARWOOD (DD-861)*. Since then he has served extensively in destroyers from both Atlantic and Pacific Fleets. Included are tours as Weapons Officer, *USS POWER (DD-839)*; Executive Officer, *USS WILLIAM R. RUSH (DD-714)*; Chief Staff Officer, *COMDESRON 27* and Commanding Officer, *USS VREELAND (FF-1068)*. He also served on the Staff of Commander Naval Advisory Group, Vietnam and Chief of Staff, Commander Middle East Force. Shore tours include duty as Commanding Officer, Naval and Marine Corps Reserve Center, Dayton, Ohio; and assignment at the Military Personnel Command and the Office of the Chief of Naval Operations. Additionally, he attended the Armed Forces Staff College.

During his service he has received numerous decorations which include: the Bronze Star, Meritorious Service Medal, Air Medal, two Navy Commendation Medals, Navy Achievement Medal, Purple Heart and various unit commendations and campaign medals.

Captain Aquilino is married to the former (b) (6) of (b) (6)

(b) (6) They have two children.



COMMANDER WALTER M. MIGRALA, JR.  
UNITED STATES NAVY

COMMANDER WALTER M. MIGRALA, JR.  
UNITED STATES NAVY

Commander Walter M. Migrala, Jr. was born in (b) (6) on (b) (6). He graduated from LaSalle University in June of 1967. While attending LaSalle University he enlisted in the Naval Reserve and after graduation was commissioned in October of 1967 through the Reserve Officer Candidate Program.

His sea duty assignments have included tours on *USS NEW JERSEY (BB-62)*, *USS BENJAMIN STODDERT (DDG-22)*, *USS ALBANY (CG-10)*, and the Staff of Commander, Cruiser Destroyer Group Twelve. He later served as Executive Officer, *USS BIDDLE (CG-34)*. He assumed command of *USS CLIFTON SPRAGUE (FFG-16)* on 31 March 1985. Shore duty assignments have included a tour as an NROTC Instructor at the Illinois Institute of Technology, during which time he received a Masters Degree, and as an Appropriations Manager on the Staff of the Deputy Chief of Naval Operations for Surface Warfare.

Commander Migrala is authorized to wear the Meritorious Service Medal, the Navy Commendation Medal with one gold star, Combat Action Ribbon, and various campaign medals.

Commander Migrala has two children, (b) (6). His parents, (b) (6) and (b) (6), reside in the (b) (6) area.



COMMANDER PAUL F. RICHARDSON  
UNITED STATES NAVY

COMMANDER PAUL F. RICHARDSON  
UNITED STATES NAVY

Commander Paul Fredrick Richardson was born in (b) (6) the son of Mr. and Mrs. (b) (6). He graduated from Lees-McRae Junior College in 1965 and from Frederick College with an AB in Religion and English in 1967.

Commander Richardson enlisted in the Navy in June of 1967 and was commissioned through the OCS program in 1968. His initial sea tour was aboard *USS GLENNON (DD 840)* where he served as Damage Control Assistant. Subsequent sea tours include duty as Executive Officer aboard *USS BRUNSWICK (ATS 3)*, Engineer Officer on *USS MANLEY (DD 940)* and Executive Officer of *USS SAMPLE (FF 1048)*.

Commander Richardson has served ashore as Senior Advisor, 4th Coastal Zone ACTOVRAD Program, Republic of Vietnam, as Head, Enlisted Strength Section of the Staff of Chief of Naval Personnel, and as Combat Systems Division POM/Budget Coordinator on the Staff, Deputy Chief of Naval Operations. He received an MS in Management from the Naval Postgraduate School in 1969 and is a graduate of the Defense Language School, the Naval Command and Staff College, the Naval Staff College and the National War College, class of 1986. His personal decorations include the Meritorious Service Medal, the Navy Commendation Medal with Combat "V", and Vietnam Service and Vietnam Campaign Medals.

Commander Richardson is married to the former (b) (6). They have three children, (b) (6).

## SHIP'S CHARACTERISTICS

Displacement: .....3700 TONS

Dimensions:.....Length ..... 445 feet  
 Beam ..... 45 feet  
 Navigation Draft ..... 24½ feet

Normal Complement: .....13 Officers; 11 Chiefs; 144 Enlisted

Propulsion: .....Two General Electric LM2500 Gas Turbines,  
40,000 Total Shaft Horsepower;  
One Controllable Reversible Pitch Propeller;  
Two 325 Horsepower Electric Drive Auxiliary  
Propulsion Units

**Auxiliaries: .....Four 1000 Kilowatt Ship's Service Diesel Generators**

Maximum Speed: .....29 + Knots

Aircraft: .....Two SH-2 LAMPS Multi-Purpose Helicopters

Armament: ..... Guided Missile Launching System with  
STANDARD Surface-to-Surface Missiles and  
HARPOON Surface-to-Air Missiles;  
76 MM Rapid Fire Dual Purpose Gun;  
Two Triple Tube Anti-Submarine Torpedo Mounts  
20 MM PHALANX Close-in Weapon System

**Sensors:** .....SQS-56 Medium Range Digital Sonar;  
SPS-49 Long Range Air Search Radar;  
SPS-55 Surface Search/Navigation Radar;  
SLQ-32 Electronic Support Measures Receiving Set;  
Mk 92 Digital Fire Control System

**Command and Control: . . . . Digital Computer System which integrates all Weapons and Sensors**



### SHIP'S COAT OF ARMS

**SHIELD:** The blue and white zig-zag lines allude to ocean waves which Admiral Sprague sailed over the course of his Naval Career and also his nickname "Ziggy". The lion is symbolic of his ability as a commander of naval forces. The blue lightning bolt refers to his command of support aircraft carriers and their significance as a determining factor in World War II Pacific sea battles. The three stars refer to the Admiral's rank and to "Taffy 3", the task force Admiral Sprague commanded during the battle of Samar near the Philippines during World War II. They are placed on a red field indicating the courage he displayed during this battle.

**CREST:** The cloud is a symbol that reflects Admiral Sprague's navigational skill and keen military mind during the battle of Samar when he used a smoke screen and a rain squall to avoid the destruction of his own forces while inflicting severe damage upon the enemy. The wings allude to Admiral Sprague's career as a Naval Aviator and also refers to his command of support aircraft carriers and various Naval Air Forces during World War II. The lightning flashes refer to the air strike capabilities of those carriers. The cross refers to the Navy Cross awarded to Admiral Sprague for his prowess in directing the counter offensive at the battle of Samar.

### SHIP'S MOTTO

**"NUNC PARATUS — READY NOW"**

## COMMAND HISTORY

Upon commissioning on 21 March 1981, USS CLIFTON SPRAGUE (FFG-16) became the sixth FFG-7 class ship to join Destroyer Squadron EIGHT. On 1 April 1981, the ship began her transit to her homeport of Mayport, Florida.

From 20 May to 11 June 1981, the ship underwent refresher training at Guantanamo Bay, Cuba. Upon successful completion of this training, she proceeded to the Puerto Rican OPAREAS for Combat Systems Ship Qualifications Trials from 7 July to 22 August 1981. During these trials CLIFTON SPRAGUE conducted a missile firing exercise, scoring four out of four hits on target drones.

On 6 October CLIFTON SPRAGUE departed Mayport for a post shakedown availability at Bath Iron Works Corporation, Bath, Maine. The ship remained in drydock until 17 November 1981.

On 14 June 1982, Commander Destroyer Squadron EIGHT presented the Battle Efficiency "E" award to CLIFTON SPRAGUE. At just over a year in service, she became the first FFG-7 class ship in the Atlantic Fleet to win this award.

On 10 November 1982, CLIFTON SPRAGUE departed Mayport for her first extended deployment to the Mediterranean Sea. On 26 November she became the first FFG-7 class to make a Suez Canal transit. Upon completion of her deployment, CLIFTON SPRAGUE was presented the "Top Hand" award by Commander, U.S. Sixth Fleet.

On 11 June CLIFTON SPRAGUE headed south to assume duties as Caribbean Ready Ship. Following port visits to Puerto Rico, Martinique and St. Vincent she was called upon to assist other naval units during hostilities in Grenada. CLIFTON SPRAGUE departed the Grenada area on 19 November.

Following a three month Selected Restricted Availability CLIFTON SPRAGUE returned to Guantanamo Bay for Interim Refresher Training on 10 August 1984. After this training period, CLIFTON SPRAGUE headed for her new homeport of Philadelphia and service with the Naval Reserve Force in November 1984. CLIFTON SPRAGUE was officially transferred to the Naval Reserve Force on 20 October 1984, in Philadelphia. On 29 January 1985, Commander Naval Surface Group Four presented a Meritorious Unit Commendation to CLIFTON SPRAGUE for outstanding performance during hostilities in Grenada.

The ship departed Philadelphia on 26 February for Readex 1-85. During the hostilities phase of the exercise, CLIFTON SPRAGUE scored a perfect three out of three hits on target drones during a missile firing exercise. Following a change of command in St. Georges, Bermuda, CLIFTON SPRAGUE returned to Philadelphia.

On 15 April 1985, she sailed south to participate in exercise Universal Trek 85, stopping in Key West to embark a Coast Guard Law Enforcement Detachment and Commander, PHM Squadron Two. Upon completion of the exercise CLIFTON SPRAGUE proceeded to Mayport to prepare for operation Solid Shield. During this exercise the ship served as opposition to an amphibious task force. CLIFTON

SPRAGUE departed for Philadelphia on 13 May 1985. During the transit she rescued two Belgian sailors from a life raft. On 14 May CLIFTON SPRAGUE returned to homeport and on 24 May she was awarded the COMNAVSURFLANT BATTLE EFFICIENCY "E" AWARD for Naval Surface Group FOUR. The remainder of 1985 was spent conducting Naval Reserve Training, underway for ASW, Helo, Western Atlantic OPS, and upkeep inport Philadelphia.

The first three months of 1986 found CLIFTON SPRAGUE conducting more reserve training, underway ASW, and helo operations, and a successful Operational Propulsion Plant Examination on 10 February.

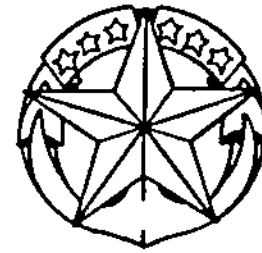
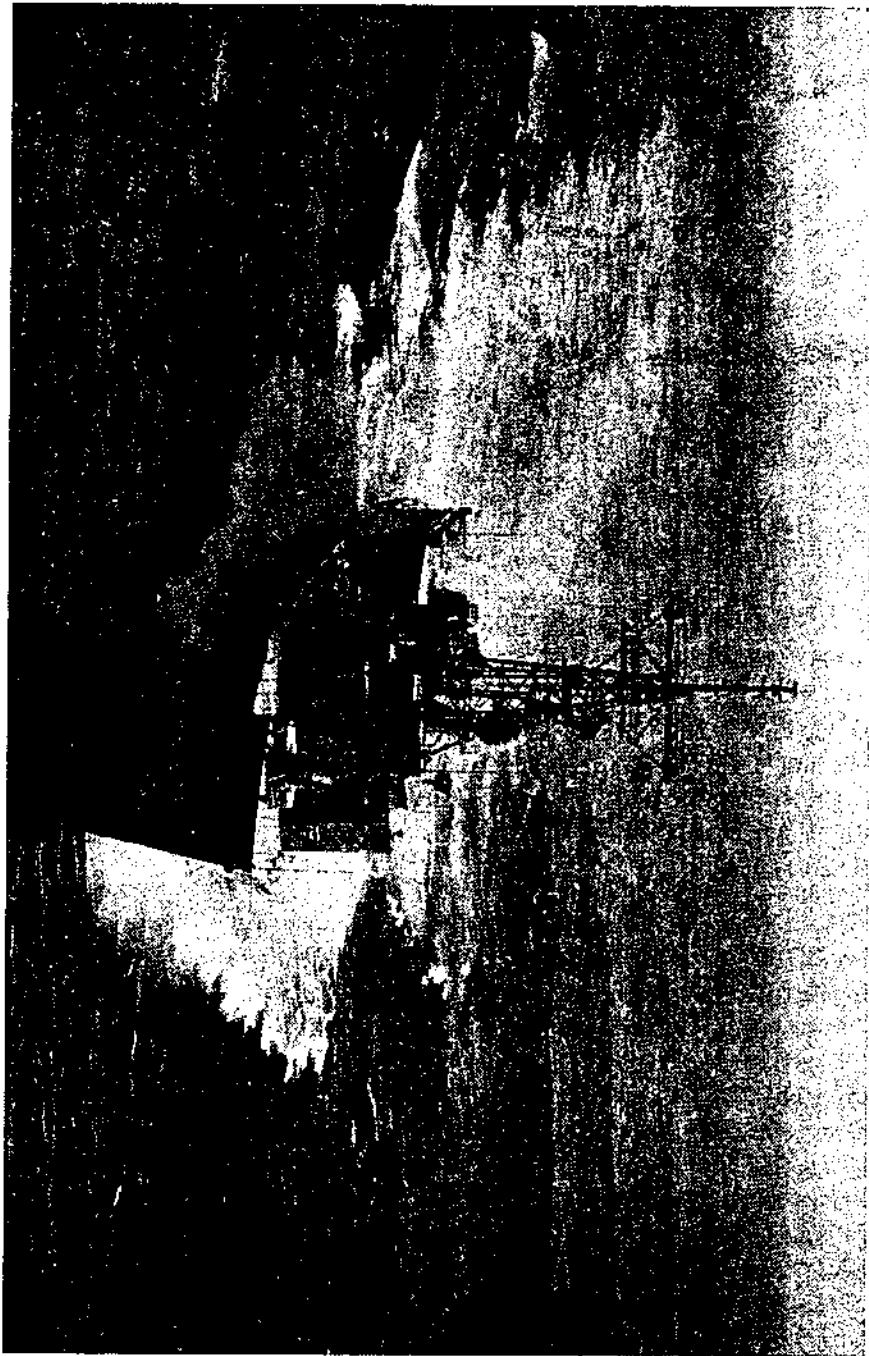
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*"In each ship there is one man who in the hour of emergency or peril at sea can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate gunfire and morale of his ship. He is the Commanding Officer. He is the ship."*

**WELCOME**

**ABOARD**



**USS CLIFTON SPRAGUE**

**(FFG-16) ENCLOSURE(6)**

## THE SHIP'S MISSION

USS CLIFTON SPRAGUE (FFG-16) is the tenth ship of the Oliver Hazard Perry Class of guided missile frigates. CLIFTON SPRAGUE's mission is to provide in-depth protection for military and merchant shipping, amphibious task forces, and underway replenishment groups.

In order to ensure a large homogeneous class of capable, yet relatively inexpensive ships, many innovative concepts are incorporated into her design. Some of these concepts include modular construction techniques and the utilization of numerous labor saving devices to reduce the number of personnel required to man the ship. Also incorporated are many improvements in shipboard habitability, including lounge areas for all berthing spaces and improved messing facilities.

In today's volatile political and military environment, the ability to respond rapidly and effectively is the key to success. The hard fact is that our nation is dependent upon the seas for our very survival. USS CLIFTON SPRAGUE's systems are designed to meet these vital requirements. The propulsion system is a computer-controlled gas turbine power plant with engines similar to those found in the Air Force's C-5A Strategic Transport. The ship's propulsion system can be "on-the-line" and ready in less than ten minutes as opposed to four hours for conventional steam powered ships.

The combat system is also a new and innovative design, integrating a computerized command and decision system with the ship's sensors and weapons. Two computers provide rapid evaluation of potential threats detected by the radars, sonar or other shipboard sensors. Should the need arise, surface-to-air and surface-to-surface missiles, a rapid fire gun, ASW torpedoes, and the embarked lamps helicopters can be employed quickly and effectively to counter potential threats that may come from any air, surface or subsurface platform.

## VICE ADMIRAL CLIFTON A. F. SPRAGUE

Thus paraphrased is the Navy Cross citation awarded to Vice Admiral Clifton Albert Frederick Sprague for his "aggressiveness and courage" in 1944 combat near the Philippine Islands.

The high decoration was but one of many awards for valor he earned during an illustrious career from his entrance into the U.S. Naval Academy, Annapolis, in 1914 until his transfer to the retired list November 1, 1951.

He sailed "in harm's way" from the opening shots at Pearl Harbor, December 4, 1941, when his command, the seaplane tender *USS TANGIER*, escaped harm while shooting down three raiders, on to epic battles as Commander of the legendary carrier *USS WASP*.

Assuming command of *WASP* upon commissioning, November 24, 1943, he guided her to raids on Marcus and Wake Islands and then assisted in the capture of Saipan, Tinian and Guam.

In August 1944 he took command of Carrier Division 25, later served as Commander of Task Unit 77.4.3 and as Commander of Support Carrier Units. His task unit won the Presidential Unit Citation and he was awarded two Legions of Merit for "brilliant and courageous leadership."

Born January 8, 1896 in Dorchester, Mass., he attended public schools in Milton, the Roxbury Latin School in Boston and a year at Norwich University in Vermont before entering the Naval Academy by Senatorial appointment from that state.

He served on the cruiser *USS WHEELING* during World War I, then participated in the crew training and the outfitting of the battleship *USS TENNESSEE*, remaining with her for one year following her commissioning June 3, 1920.

In 1921 he was designated as a Naval Aviator following flight training at Pensacola, Florida, thus launching an aviation career in scouting and bombing squadrons, national air racing, and including service on such famed carriers as *LEXINGTON*, *SARATOGA*, and *YORKTOWN*. Following World War II, his command positions included Joint Task Group 1.1.2 for atomic bomb test in the Pacific, Naval Air Basic Training and then Air Advanced Training at Corpus Christi, Texas, Carrier Division 6, Commander of the 17th Naval District and Commander of the Alaskan Sea Frontier.

He and his wife, the former (b) (6) of St. Paul, Minnesota, have two daughters, Mrs. (b) (6) and Mrs. (b) (6).

Vice Admiral Sprague died April 11, 1955.





**COMMANDING OFFICER  
PAUL F. RICHARDSON  
COMMANDER  
UNITED STATES NAVY**

Commander Paul Fredrick Richardson was born in (b) (6) the son of Mr. and Mrs. (b) (6). He graduated from Lees-McRae Junior College in 1965 and from Frederick College with an AB in Religion and English in 1967.

Commander Richardson enlisted in the Navy in June of 1967 and was commissioned through the OCS program in 1968. His initial sea tour was aboard *USS GLENNON (DD 840)* where he served as Damage Control Assistant. Subsequent sea tours include duty as Executive Officer aboard *USS BRUNSWICK (ATS 3)*, Engineer Officer on *USS MANLEY (DD 940)* and Executive Officer of *USS SAMPLE (FF 1048)*.

Commander Richardson has served ashore as Senior Advisor, 4th Coastal Zone ACTOVRAD Program, Republic of Vietnam, as Head, Enlisted Strength Section of the Staff of Chief of Naval Personnel, and as Combat Systems Division POM/Budget Coordinator on the Staff, Deputy Chief of Naval Operations. He received an MS in Management from the Naval Postgraduate School in 1969 and is a graduate of the Defense Language School, the Naval Command and Staff College, the Naval Staff College and the National War College, class of 1986. His personal decorations include the Meritorious Service Medal, the Navy Commendation Medal with Combat "V," and Vietnam Service and Vietnam Campaign Medals.

Commander Richardson is married to the former (b) (6). They have three children, (b) (6).

## SHIP'S CHARACTERISTICS

Displacement: .....3700 Tons

Dimensions: .....Length ..... 445 feet  
Beam ..... 45 feet  
Navigation Draft ..... 24½ feet

Normal Complement: .....13 Officers; 11 Chiefs; 144 Enlisted

Propulsion: .....Two General Electric LM2500 Gas Turbines,  
40,000 Total Shaft Horsepower;  
One Controllable Reversible Pitch Propeller;  
Two 325 Horsepower Electric Drive Auxiliary  
Propulsion Units

Auxiliaries: .....Four 1000 Kilowatt Ship's Service Diesel Generators

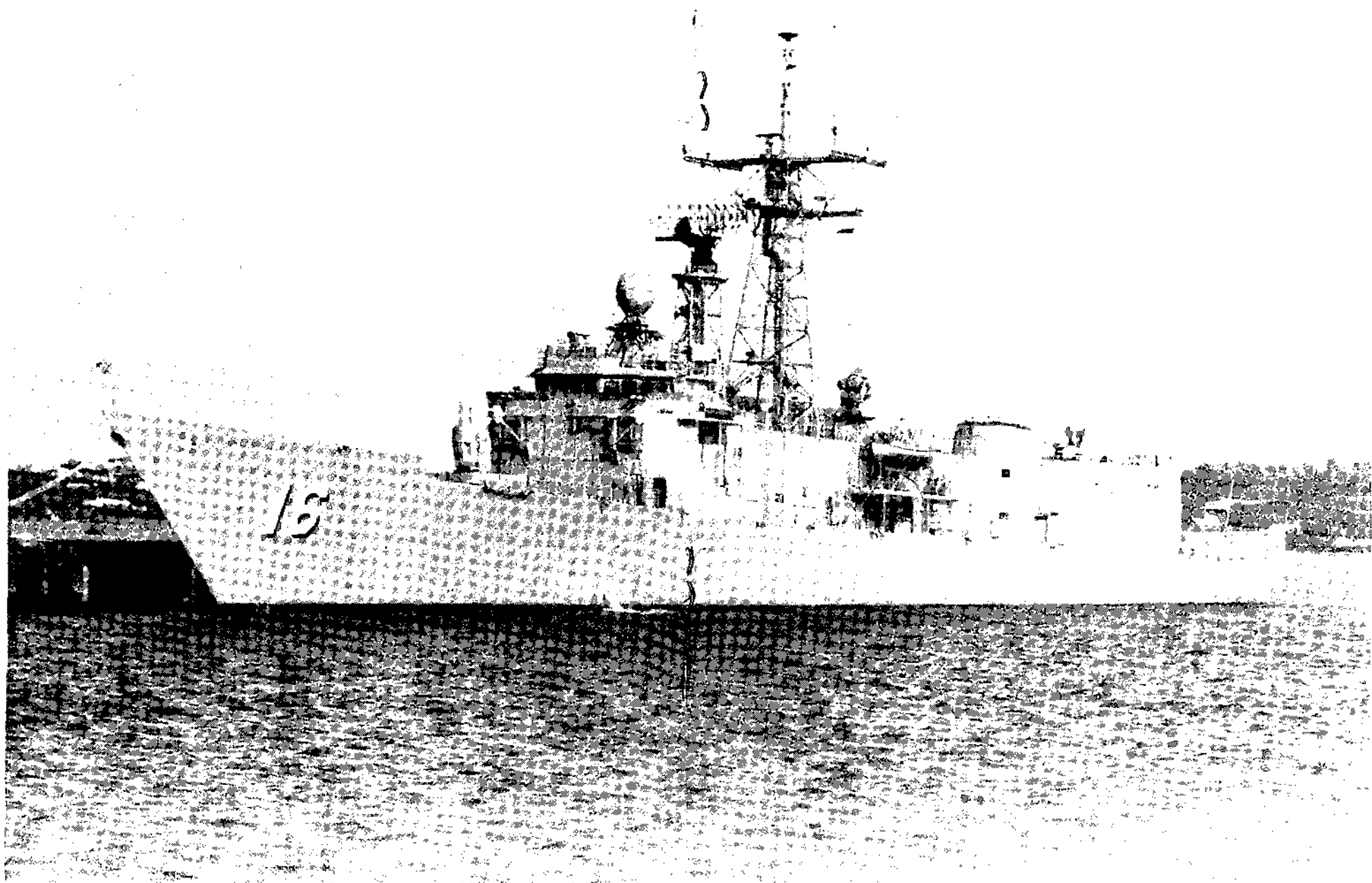
Maximum Speed: .....29 + Knots

Aircraft: .....Two SH-2 LAMPS Multi-Purpose Helicopters

Armament: .....Guided Missile Launching System with  
STANDARD Surface-to-Air Missiles; and  
HARPOON Surface-to-Surface Missiles,  
76 MM Rapid Fire Dual Purpose Gun;  
Two Triple Tube Anti-Submarine Torpedo Mounts  
20 MM PHALANX Close-in Weapon System

Sensors: .....SQS-56 Medium Range Digital Sonar;  
SPS-49 Long Range Air Search Radar;  
SPS-55 Surface Search/Navigation Radar;  
SLQ-32 Electronic Support Measures Receiving Set;  
Mk 92 Digital Fire Control System

Command and Control: .....Digital Computer System which integrates all  
Weapons and Sensors



## COMMAND HISTORY

Upon commissioning on 21 March 1981, USS CLIFTON SPRAGUE (FFG-16) became the sixth FFG-7 class ship to join Destroyer Squadron EIGHT. On 1 April 1981, the ship began her transit to her homeport of Mayport, Florida.

From 20 May to 11 June 1981, the ship underwent refresher training at Guantanamo Bay, Cuba. Upon successful completion of this training, she proceeded to the Puerto Rican OPAREAS for Combat Systems Ship Qualifications Trials from 7 July to 22 August 1981. During these trials CLIFTON SPRAGUE conducted a missile firing exercise, scoring four out of four hits on target drones.

On 6 October CLIFTON SPRAGUE departed Mayport for a post shakedown availability at Bath Iron Works Corporation, Bath, Maine. The ship remained in drydock until 17 November 1981.

On 14 June 1982, Commander Destroyer Squadron EIGHT presented the Battle Efficiency "E" award to CLIFTON SPRAGUE. At just over a year in service, she became the first FFG-7 class ship in the Atlantic Fleet to win this award.

On 10 November 1982, CLIFTON SPRAGUE departed Mayport for her first extended deployment to the Mediterranean Sea. On 26 November she became the first FFG-7 class to make a Suez Canal transit. Upon completion of her deployment, CLIFTON SPRAGUE was presented the "Top Hand" award by Commander, U.S. Sixth Fleet.

On 11 June CLIFTON SPRAGUE headed south to assume duties as Caribbean Ready Ship. Following port visits to Puerto Rico, Martinique and St. Vincent she was called upon to assist other naval units during hostilities in Grenada. CLIFTON SPRAGUE departed the Grenada area on 19 November.

Following a three month Selected Restricted Availability CLIFTON SPRAGUE returned to Guantanamo Bay for Interim Refresher Training on 10 August 1984. After this training period, CLIFTON SPRAGUE headed for her new homeport of Philadelphia and service with the Naval Reserve Force in November 1984. CLIFTON SPRAGUE was officially transferred to the Naval Reserve Force on 20 October 1984, in Philadelphia. On 29 January 1985, Commander Naval Surface Group Four presented a Meritorious Unit Commendation to CLIFTON SPRAGUE for outstanding performance during hostilities in Grenada.

The ship departed Philadelphia on 26 February for Readex 1-85. During the hostilities phase of the exercise, CLIFTON SPRAGUE scored a perfect three out of three hits on target drones during a missile firing exercise. Following a change of command in St. Georges, Bermuda, CLIFTON SPRAGUE returned to Philadelphia.

On 15 April 1985, she sailed south to participate in exercise Universal Trek 85, stopping in Key West to embark a Coast Guard Law Enforcement Detachment and Commander, PHM Squadron Two. Upon completion of the exercise CLIFTON SPRAGUE proceeded to Mayport to prepare for operation Solid Shield. During this exercise the ship served as opposition to an amphibious task force. CLIFTON

SPRAGUE departed for Philadelphia on 13 May 1985. During the transit she rescued two Belgian sailors from a life raft. On 14 May CLIFTON SPRAGUE returned to homeport and on 24 May she was awarded the COMNAVSURFLANT BATTLE EFFICIENCY "E" AWARD for Naval Surface Group FOUR. The remainder of 1985 was spent conducting Naval Reserve Training, underway for ASW, Helo, Western Atlantic OPS, and upkeep inport Philadelphia.

The first three months of 1986 found CLIFTON SPRAGUE conducting more reserve training, underway ASW, and helo operations, and a successful Operational Propulsion Plant Examination on 10 February.

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## SHIP'S COAT OF ARMS



**SHIELD:** The blue and white zig-zag lines allude to ocean waves which Admiral Sprague sailed over the course of his Naval Career and also his nickname "Ziggy". The lion is symbolic of his ability as a commander of naval forces. The blue lightning bolt refers to his command of support aircraft carriers and their significance as a determining factor in World War II Pacific sea battles. The three stars refer to the Admiral's rank and to "Taffy 3", the task force Admiral Sprague commanded during the battle of Samar near the Philippines during World War II. They are placed on a red field indicating the courage he displayed during this battle.

**CREST:** The cloud is a symbol that reflects Admiral Sprague's navigational skill and keen military mind during the battle of Samar when he used a smoke screen and a rain squall to avoid the destruction of his own forces while inflicting severe damage upon the enemy. The wings allude to Admiral Sprague's career as a Naval Aviator and also refers to his command of support aircraft carriers and various Naval Air Forces during World War II. The lightning flashes refer to the air strike capabilities of those carriers. The cross refers to the Navy Cross awarded to Admiral Sprague for his prowess in directing the counter offensive at the battle of Samar.

## SHIP'S MOTTO

"NUNC PARATUS — READY NOW"



Sign on young man, and sail with me.  
The stature of our homeland is no more  
than the measure of ourselves. Our job  
is to keep the torch of freedom burning for all.  
To this solemn purpose we call on the young,  
the brave, the strong and the free.  
Heed my call. Come to the sea.  
Come sail with me.

—John Paul Jones

JANUARY 1988

This family gram is intended to fill you in on CLIFTON SPRAGUE's accomplishments since her return from the Central America cruise, and give you a quick look at the next three months.

Upon returning to the states, the ship stopped in Mayport to pick up an Engineering Mobile Training Team and then sailed to Newport, RI for OPPE (Operational Plant Examination). On November 22 we successfully completed OPPE and sailed home for Thanksgiving.

Prior to the Christmas leave period several men of CLIFTON SPRAGUE were advanced in rate and some presented with Navy Achievement Medals.

Advanced to Petty Officer First Class were STG1 (b) (6) GMG1 (b) (6), MS1 (b) (6), FC1 (b) (6), and OS1 (b) (6). Advanced to Petty Officer Second Class were: EM2 (b) (6) (b) (6), EM2 (b) (6), EM2 (b) (6), and EN2 (b) (6). Additionally, the following personnel were command advanced to Petty Officer Second Class: BM2 (b) (6) and GSE2 (b) (6).

The following personnel will be promoted in January after they have completed the Petty Officers Indoctrination Program: SK3 (b) (6) BM3 (b) (6), MS3 (b) (6), OS3 (b) (6), HT3 (b) (6) (b) (6), MS3 (b) (6), and EM3 (b) (6).

Navy Achievement Medals were awarded to GSM2 (b) (6) GSE2 (b) (6) (b) (6), and EN2 (b) (6) for their outstanding professional performance in preparing for our successful OPPE.

The ship said goodbye to the following shipmates since 1 October 1987:  
QM2 (b) (6) transferred to NAS Yorktown, VA  
FC1 (b) (6) Honorable Discharge  
LTJG (b) (6) transferred to Naval Supply School, Athens, GA

ENCLOSURE(7)

FCC(SW) (b) (6) transferred to Naval Surface Force, U.S. Atlantic Fleet, Norfolk, VA

EW2 (b) (6), transferred to USS CAPADANNO

FC1 transferred to Naval Training Center, Orlando, FL

EN3 transferred to USNR and release to inactive duty

ET2 (b) (6) transferred to USNR and release to inactive duty

SH2 (b) (6) Honorable Discharge

PN3 (b) (6) transferred to PSD, NAVSTA Roosevelt Roads, Puerto Rico

RM2 (b) (6), Honorable Discharge

HT1 Honorable Discharge

ET2 transferred to Shore Intermediate Maintenance Activity, Charleston, SC

HT2 (b) (6) transferred to Naval Reserve Center, Cleveland, OH

RMC transferred to Naval Hospital, Philadelphia, PA

LCDR (b) (6) transferred to USS NITRO

GSM3 (b) (6) transferred to USNR and release to inactive duty

HT2 (b) (6) transferred to USNR and release to inactive duty

GSM3 transferred to USNR and release to inactive duty

GMM2 transferred to USNR and release to inactive duty

The ship has welcomed the following individuals into the CLIFTON SPRAGUE family:

SAILOR	WIFE	CHILDREN/AGES
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GSM (b) (6)		
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LT V	(b) (6)	(b) (6)
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EN3		
-----	--	--

HML		
-----	--	--

QMSA		
------	--	--

LTJG		
------	--	--

GMM2		
------	--	--

ETC		
-----	--	--

ENCLOSURE(7)

OS1

(b) (6)

(b) (6)

(b) (6)

YNS

EW2

QM2

FR

OSS

EN1

(b) (6)

(b) (6)

FC3

(b) (6)

OSSA

GSE3

FC1

(b) (6)

(b) (6)

SR

(b) (6)

FC3

(b) (6)

GSM

ENS

SK1

PN1

(b) (6)

(b) (6)

In early December, the CLIFTON SPRAGUE Supply Department earned the Blue "E" for excellence in all areas of a Supply Management Inspection (SMI). The inspection, which normally takes two days, was completed in one. The ship received grades of excellence in all areas and has been personally commended by VADM McCauley, Commander Naval Surface Force, U.S. Atlantic Fleet. SK2 (b) (6) was individually singled out by the inspection team as the best Second Class Petty Officer Storekeeper that they had ever seen.

January, February, and March 1988 will be very busy for your men aboard CLIFTON SPRAGUE. Several underway weekends are scheduled, as well as an extended underway operation from late February into March, and then an INSURV Inspection planned for early April. To help compensate for this, especially the many underway weekends, we have returned to four section inport duty, straight rotation. In doing so, inport duty weekends are avoided.

**ENCLOSURE(7)**

The extended underway period will include a few port visits to Newport, RI and a three day stop in Halifax, Nova Scotia, before returning to Philadelphia.

Additional information on the ship's schedule will be available from the ship's Ombudsman, Mrs. (b) (6) telephone (b) (6)

CLIFTON SPRAGUE spent many long months in our last repair availability, lost many good shipmates, and broke apart good solid warfighting teams. The recovery from this disruption has not been fun or easy but it has been accomplished. CLIFTON SPRAGUE is once again at the top of the heap — READY NOW. If you haven't been to the ship lately, come take a look at the cleanest and best looking Guided Missile Frigate on the East Coast.

**ENCLOSURE(7)**